

Fitting instructions for Lynx R Fairing - TE/SM 630

Thank you for purchasing the Lynx fairing. We hope the design features will extend the enjoyment of your Dual Sport Motorcycle.

Your fairing kit comes largely completed, with most of the fitting time involved with the attachment of your instruments.

- 1 x Fairing and screen with two thumb twists threaded into two plastic sliders and nylock nuts.
- 2x 16mm M6 socket head machine screws
- 1x Aluminum bottom bracket
- 2x Aluminum washers
- 2 x plastic washers
- 2x M6 flange Nuts
- 2 x large SS washers
- 1 x ABS Dash.
- 1 x Wiring Harness
- 2 x indicator brackets

Fitting

- Secure the Motorcycle in a vertical position.
- Remove the stock fairing (2 bolts at the bottom one on top), unclip each indicator and the light terminal at the back of the bulb.
- Unclip the sensor
- Cut off the small city light wires at the back of the bulb (you will not require the city light with the Lynx)
- Unplug the terminal on the back of the speedo unit and set the headlight to one side.
- Unbolt the Handlebar riser bolts from under the top triple (17mm) and lift the Bars (along with the bar clamps) up and clear of the top triple clamp. This can be a bit of a struggle with all the cables still connected to the bars. (Watch for the metal washers falling away from under the triple clamp). You will not require the cupped washers on top or under the top triple.

Fitting the Dash

If you have purchased the optional Fuse box and accessory kit, read those separate instructions carefully now, before proceeding further here.

- Place the front brake cable into the keyhole on the left side of the ABS dashboard and slide the dashboard into place on top of the top triple (do not use the original cupped washers). Replace the handlebars/risers back into position through the holes in the dash. Use the large washers (supplied) under the triple clamp and then retighten the risers as before.

- Don't worry about the dash distorting a little as you cinch it tight.
- Undo the three nuts on the speedo unit and remove from the OEM light.
- Remove the three rubber mounting grommets from the speedo mount and re-fit these into the three predrilled holes on the dash.
- Fit the speedo to the dash using the same nuts
- Pass the speedo plug through the back of the dash and re-insert it into the back of the speedo.
- Remove the horn and relocate it onto the top triple clamp using one of the leftover mounting M6 screws and the threaded hole in the centre where the OEM light unit was attached to. The horn will face downwards.
- The city light wires from the OEM headlamp can either be sealed off, or can be used to power accessories like a GPS.
- Strap the sensor that you removed from the stock headlight to a convenient location.

Wiring Harness for the lights

The wiring harness comes complete and is entirely plug 'n play. However, for your information the wiring is configured so that when switched to low beam, the low beam projector lamp is ON and the Squadron High Beam lamp is ON but dimmed to 15%. When you switch to High beam, the low beam remains ON and the High Beam comes up to 100%

You will see that there are 2 other wires (Black and Red) with connectors and these are used to plug into the optional fuse box wiring harness to trigger the relay. However, if you do not have the fuse box, these can be used as a switched power source, but **must only be used for a low power accessory** or you could overload your lighting circuit

- Plug the 3 pin H4 terminal into your OEM headlight terminal

Indicators

Remove the indicators from the OEM light and attach them to the lower pinch bolt on the top triple using the aluminum brackets supplied and then re connect the terminals.

Fitting the bottom bracket

The aluminum bottom bracket fits between the front fender and the underside of the bottom triple and clamps up using the OEM fender bolts. Move the bracket position back towards the face of the triple clamp to allow space for the flange of the fairing to fit onto the bracket bolts, behind the rise in the fender molding.

When you have the fender and bracket sitting together, place an aluminum spacer washer on each of the back bolts and then tighten all 4 bolts.

Fitting the Fairing

If you have the optional GPS mount then refer to those fitting instructions now.

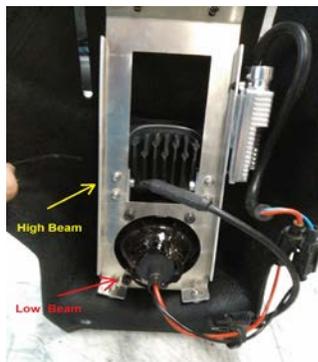
First, make sure that you strap up any loose wires at the back of the dash. Particularly, make sure the steering sweeps cleanly from side to side without pinching or stretching any of the wiring.

Rest the fairing on the front fender, attach the light terminals and then slide the bottom of the fairing onto the two captive bolts on the bottom bracket. Then loosely clamp the top of the fairing and dash together using two 16mm button head screws and flange nuts. No need to tighten yet, because you may be removing the fairing to adjust the lights. . Make sure the back of the low beam lamp is not pressing against any wiring

Now turn the ignition on, start the bike and check the operation of the lights.

Adjusting the lights

High Beam : The LED is attached to the frame with a bolt on each side (see photo). To adjust the lamp, you can normally push the top or bottom outer rim of the lamp and it will move a little. You will need a bit of force so **DO NOT** press on the lens of the lamp.



Low Beam : The LED low beam is the most critical to set correctly and it's also the easiest to adjust. The lamp is retained by 3 adjuster screws and you should not need to adjust the top two and just use the bottom one for height adjustment (see photo). In order to access the bottom adjuster with the fairing on, turn the handlebars to the right. Make height adjustments using a Philips screwdriver (see photo) Turn **CLOCKWISE** to lower the beam height, **ANTI CLOCKWISE** to Raise the beam height.

IMPORTANT : If your height adjustment causes either lamp to touch the fairing openings it will cause an annoying vibrating noise and excessive wear. In this case, remove fairing and bring the lamp rearwards using the top and bottom adjusters (turn adjusters Clockwise)

When you are happy with the light adjustment, re-attach the fairing. Place a SS washer

before fitting a nylock nut on the rubber grommet at the bottom and tighten.
Now attach the top by fitting a plastic washer under the bolt on the fairing side and tighten.



Adjusting the screen

- Operation of the adjustable screen is straightforward. It is designed to slide down completely when off road (if desired) and can be adjusted to suit at highway speeds. Riders over six foot, will almost certainly place it in the highest position, but experiment with different heights, because highest is not always best.
- **Do not over tighten the thumbscrews**

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